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CENTRAL INTELLIGENCE AGENCY

REPORT NO. 

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**INFORMATION REPORT**

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SUBJECT Notes on DDR Shipment of Liquid Fuels during  
October - November 1951

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1. Planned DDR crude oil imports from Austria during the period September-December 1951 were raised in mid-November 1951 by the Main Administration for Soviet Property in Germany, Berlin-Weissensee, from 113,000 to 133,000 metric tons. In addition to Leuna and Schen, the plants at Rositz, Herrenleite and Schwarzeheide are to receive deliveries of crude oil (with paraffin and tar content) from Austria. Representatives of the plants to receive Austrian crude oil reported during the first week in November 1951 to (fnu) Krutko at Berlin-Weissensee who gave them information on shipments of oil and the quotas allotted to individual plants.
2. In mid-November 1951, 1200 tank cars were being used for transporting crude oil from Austria to the DDR. By the end of 1951, 1500 tank cars are to be used for this crude oil transport.
3. The GPM\* has been ordered to send 1400 tank cars to Austria to transport crude oil from Lobau Hafen (Vienna) to Zhabinka (USSR). This has reportedly put a strain on the Polish oil industry.
4. In the DDR, the diversion of the tank cars from the planned shipment of liquid fuels has caused a drop in the transport of DDR liquid fuels. In October 1951, the SCC tank car needs for the Red Army in the DDR were met but the rest of the plan (SAG export by Derutra, import and export by the DIA Chemie and allocation for the DDR domestic economy) was fulfilled only 70.5 percent. Empty tank cars sent to the USSR to import cooking oil to the DDR have not returned to the Russian Zone of Germany.
5. DDR Reichsbahn officials believe that the tank car depots in Brest and Zhabinka are crowded with tank cars, since DDR tank cars which usually take from 10 to 14 days for the DDR-USSR-DDR round trip are now taking from 28 to 35 days. As a result of the delayed return of tank cars to the DDR, there are no more than 250 to 400 empty gasoline tank cars in the DDR; under normal conditions, there are approximately 1200 empty gasoline tank cars in the DDR. Many VEBs and private concerns have had to give up their own tank cars or tank cars allocated to them by the Reichsbahn to meet demands for oil transport.

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German State Railway officials report that Austrian oil imports are arriving in the DDR in poor condition; bits of metal and rags have been found in tank cars while axle boxes have been found stuffed with sand and bolts. The SCC\*\* sent a special agent to Prague and another to Vienna to talk over with railroad officials the special arrangements for crude oil imports and to investigate possible tank car sabotage.

7. The liquid fuel storage tanks at most of the hydrogenation plants are filled to capacity resulting in a partial slow-down in liquid fuel production. In similariv. by-products from crude oil refining are not being transported from the plants quickly enough to allow for full capacity refining of the incoming crude oil. Plants producing liquid chemicals are experiencing the same sort of shipping difficulties and consequent production difficulties.

8. From 15 November 1951 until further notice, the entire production of Mittelbenzin (a jet fuel) from Schwarzhelde is to be shipped to Shabinka. In the period from 15 October - 15 November 1951, 700 tank cars were used for transporting Mittelbenzin to Soviet units in the DDR.

\*            Comment: Centrala Przemyslu Naftowego (Polish Central Administration for the Petroleum Industry).

\*\*            Comment: Because the DDR import of Austrian oil is considered a military matter, the SCC, and not the Main Administration for Soviet Property in Germany (Berlin-Weissensee), is responsible for expediting delivery).

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